



RECEIVED  
CITY CLERK  
O & C OF HONOLULU  
2016 MAR -2 AM 9:05

Date: March 2, 2016

To: The Honorable Joey Manahan, Chair  
The Honorable Ann Kobayashi, Vice Chair  
Members of the City Council Committee on Transportation

From: Trish La Chica, Policy and Advocacy Director, Hawai'i Public Health Institute

Re: **Opposition to Bill 8 (2016), Relating to Complete Streets**

Mtg: March 3, 2016, 1:00pm, Honolulu Hale, Committee Meeting Room

Thank you for the opportunity to offer testimony in **opposition** to Bill 8 (2016), Relating to Complete Streets.

The Hawaii Public Health Institute (HIPHI) supports and promotes policy efforts to create a healthy Hawaii. As a hub for health, HIPHI serves as a convener amongst community leaders to promote and advance collaboration and innovation in public health and work towards making Hawaii the healthiest place on earth.

**Creating a separate process to approve complete streets creates an unnecessary barrier that impedes the current law.** Bill 8 requires that every complete streets checklist (part b) and complete streets design standards, guidelines, and manuals (part e) be presented to the council for approval in order for the project to receive funding. HIPHI feels that this process separates out complete streets from other transportation projects, requiring additional scrutiny that delays the implementation of the current law. Allowing the Council to approve or disapprove each individual project will burden the current process and result in losing potential complete streets projects that are much needed by our community and kupuna.

**Hawai'i is ranked as the most dangerous State for Pedestrians ages 65 and older<sup>i</sup>.**

According to a report in 2014, Hawai'i was ranked first in pedestrian deaths among residents ages 65+. Our kupuna population are the most vulnerable to motor vehicle – pedestrian crashes compromising 47% of the total victims and dramatically increased fatality rates across the oldest age groups.<sup>ii</sup> Among these, 80% of the individuals that were hit were in the 65+ group occurred on O'ahu. Among non-fatal motor vehicle-pedestrian crashes, youth (ages 5-24) were the highest age group making up 33% of all cases and were the highest group to be treated in EDs, while senior aged groups had the highest rates of hospitalizations. Hospitalization accounted for majority of the total patient days (73%) and 87.4% of the \$9.4 million in total medical charges. Majority of these deaths are preventable, which is why implementing policies and practices that make our streets safer are necessary for our communities.



**Complete Streets improves a community's quality of life and are necessary for our keiki and kupuna.**

Complete streets benefit Hawaii's residents daily. Because of Complete Streets, our youth and elderly are able to safely cross the street, get around without a car, go for a walk, spend time outdoors, walk to schools and food markets, and enjoy public spaces and parks. Complete Streets can benefit all communities by accommodating everyone in the public that use multiple forms of transportation, improve safety, promoting better health, creating stronger economies, providing more choices, and helping out the environment.<sup>iii</sup>

HIPHI supports the Complete Streets law (Bill 26) passed by the Honolulu City Council in 2012. Under this policy, the city expressed Bill 8 would negatively impact the fundamental part of Bill 26 (2012) that states "every transportation facility or project, whether new construction, reconstruction, or maintenance, provides the opportunity to implement complete streets policy and principles." The Complete Streets law was passed by the city to encourage the development of transportation facilities or projects that are planned, designed, operated, and maintained to provide safe mobility for all users.

Complete Streets are necessary to make Hawaii's cities and neighborhoods a better, livable, and lifelong home for our residents. HIPHI respectfully requests the committee to defer this measure.

Thank you for the opportunity to testify.

Respectfully,

A handwritten signature in black ink, appearing to read 'Trish'.

Trish La Chica, MPA  
Policy and Advocacy Director

---

<sup>i</sup> Smart Growth America (2014). Dangerous by Design – Hawai'i. Retrieved from:

<http://www.smartgrowthamerica.org/research/dangerous-by-design/dbd2014/state/Hawaii/>

<sup>ii</sup> Hawai'i State Department of Health (HSDOH) Injury Prevention and Control Section. (2012). Injuries in Hawai'i: 2007 – 2011. Retrieved from: <http://health.hawaii.gov/injuryprevention/files/2013/10/Databook-FINAL-Sept-20121.pdf>

<sup>iii</sup> Atherton, E. & Osborne, B. (2016). Driving Public Health with Transportation. [Powerpoint Slides]